

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

LISTING OF CLAIMS:

1. (Currently Amended) Method for controlling a propulsion drive, which drive comprises at least one first propeller drive, which rotates a first propeller, and by which the propulsion power and /or rotating speed of the first propeller is adjusted, and at least one second propeller drive, by which a second propeller is rotated and adjusted, whereby the first and the second propeller drive are essentially separated from each other, characterized in that in wherein the method the propulsion drive is controlled by a single control command, whereby a first control signal for controlling the first propeller drive, and a second control signal for controlling the second propeller drive, are generated from the control command.

2. (Currently Amended) Method according the claim 1, characterized in that wherein the first and the second control signal are generated to result an optimal combined propulsion and/or steering power.

3. (Currently Amended) Method according the claim 1, characterized in that wherein the propellers driven by the first and the second propeller drives are arranged on the essentially same horizontal level, and that the propellers are rotated in the opposite directions.

4. (Currently Amended) Method according the claim 1, ~~characterized in that~~ wherein the first propeller drive is an electrical motor drive that has been arranged into an azimuth pod.

5. (Currently Amended) Method according the claim 1, ~~characterized in that~~ wherein the second propeller drive is a power engine that has been arranged on a fixed shaft.

6. (Currently Amended) Method according the claim 1, ~~characterized in that~~ wherein the propeller blades of the second propeller drive are controlled.

7. (Currently Amended) Method according the claim 1, ~~characterized in that~~ wherein the propellers of the both propeller drives have fixed blades.

8. (Currently Amended) Method according the claim 1, ~~characterized in that~~ wherein the rotating speed of the second propeller drive is controlled.

9. (Currently Amended) Method according the claim 1, ~~characterized in that~~ wherein the rotating speed of the first propeller drive is controlled.

10. (Currently Amended) Method according the claim 1, ~~characterized in that~~ wherein the power of the first and/or the second propeller drive is controlled.

11. (Currently Amended) Method according the claim 1, ~~characterized in that~~ wherein in the emergency situation the blade angle of the first propeller and the operating speed of the second propeller are adjusted simultaneously so that they concurrently have zero value and that both the blade angle and the operation speed of the propeller are further adjusted towards the opposite direction until causing the stop of the ship.

12. (Currently Amended) Apparatus for controlling a propulsion drive, which comprises at least one first propeller drive, which rotates a first propeller, and by which the propulsion power and/or the rotating speed is controllable, and at least one second propeller drive, by which a second propeller is rotatable and controllable, whereby the first and the second propeller drive are essentially separated from each other, ~~characterized in that~~ wherein the apparatus comprises a control device to control the propulsion drive by a single control command, whereby based on the control command the control device generates a first control signal, by which the first propeller drive is controllable, and a second control signal, by which the second propulsion drive is controllable.